

Amendments to the Specification

Page 2, lines 16-22, replace the paragraph with:

An evaporation purge system includes a canister 504. The canister 504 contains and adsorbent that adsorbs and retains fuel vapor. A communicating tube ~~505~~ 510 is connected between the canister 504 and the vapor section of the fuel tank 500. Vapor that arises when the fuel in the fuel tank 500 evaporates is adsorbed and retained by the canister 504. The canister 504 prevents the vapor from being discharged into the atmosphere.

Page 13, lines 12-18, replace the paragraph with:

A cam angle sensor 116, which is installed over a camshaft 100 for an exhaust valve 100a, outputs a camshaft phase detection signal to the control unit 115. The cam angle sensor 116 may alternatively be installed over a camshaft 122 for an intake valve ~~112a~~ 122a. Further, a crank angle sensor 117 is installed over a crankshaft 125 to detect the rotation and phase of an internal combustion engine crankshaft. The output from the crank angle sensor 117 enters the control unit 115.

Page 15 and 16, lines 25-34, replace the paragraph with:

The internal combustion engine 107 generates a negative pressure in the intake pipe 101 within a low- to medium-load operating range. Therefore, when the opening of the purge control valve 151 is adjusted as specified with the drain path switching valve ~~142~~ 143 connected to the atmosphere port 145 in such a state, outside air is introduced into the canister 140 via the atmosphere port 145. The vapor adsorbed by the canister 140 is then desorbed and introduced into the intake pipe 101. The

introduced outside air and vapor are burned together with normal intake air and supplied fuel in the internal combustion engine 107.

Page 23, lines 12-18, replace the paragraph with:

A cam angle sensor 116, which is installed over a camshaft 100 for an exhaust valve 100a, outputs a camshaft phase detection signal to the control unit 115. The cam angle sensor 116 may alternatively be installed over a camshaft 122 for an intake valve 112a 122a. Further, a crank angle sensor 117 is installed over a crankshaft 125 to detect the rotation and phase of an internal combustion engine crankshaft. The output from the crank angle sensor 117 enters the control unit 115.